

***Village of Barrington
Plan Commission
Minutes Summary***

Date: April 26, 2005

Time: 7:00 p.m.

Location: Village Board Room
200 South Hough Street
Barrington, Illinois

In Attendance: Anna Bush, Chairperson
Curt Larsen, Vice Chairperson
Richard Ehrle, Commissioner
Ruth Schlossberg, Commissioner
Bhagwant Sidhu, Commissioner
Steve Morrissey, Commissioner

Staff Members: Paul Evans, Assistant Director of Planning

Call to Order

Ms. Bush called the meeting to order at 7:00 p.m.

Roll call noted the following: Anna Bush, Chairperson, present; Curt Larsen, Vice Chair, present; Bhagwant Sidhu, present; Richard Ehrle, present; Steve Morrissey, present, Ruth Schlossberg, present; Richard Ehrle, present

There being a quorum, the meeting proceeded.

Chairperson's Remarks

Ms. Bush announced the order of the agenda.

Old Business

None

New Business

PC 05-01: Barrington Station (Planned Development) – 120 South Northwest Highway (Continued from April 12, 2005)

Petitioner: G K Development, Inc. 303 E. Main Street, Suite 201, Barrington, IL 60010

Ms. Bush swore in all who would be speaking on the petition.

Ms. Bush announced the order of proceedings and rules for public hearings.

Mr. Hayward, legal representative for GK Development, stated that the petitioner is seeking approval of a special use/planned development for the purpose of constructing a retail shopping center with a drive-through at 120-122 S. Northwest Highway. The applicant is proposing to redevelop two vacant properties with a retail shopping center which has approximately 5,844 square feet of floor area with one (1) drive-through lane and twenty-five (25) parking spaces. Additionally, the applicant is seeking approval of associated landscaping, parking and signage. The proposal includes exceptions for minimum yard requirements, signage and parking requirements.

The location of this project is approximately 134 feet south of Main Street (Lake- Cook Road) and west of Northwest Highway (U.S. Rt. 14). The site was formerly a gas station/service station and a doctor's office.

All previous structures have been demolished and the environmental contamination on the gas station site has been remediated.

The petitioner is seeking a special use/planned development to complete these improvements. The development will require exceptions for building setback from Route 14, height of wall signage and minimum parking requirements. The petitioner met with the Architectural Review Commission for a preliminary meeting. The Architectural Review Commission noted that the proposed changes represent an overall improvement to the area. They made comments relative to elevations, building materials and signage for the property. The petitioner will meet with the Architectural Review Commission for a final hearing after the Plan Commission makes its recommendation to the Board of Trustees.

Mr. Hayward introduced Ms. Karney, P.E. for Land Technology, Inc., to present the site engineering plans for the project. The development will provide two access points. The water and sewer will be reconstructed. The system is capable of detaining a 10-year storm which will be released into the storm sewer system on the west side of the property. The existing sidewalk along Route 14 will be replaced. A new retaining wall system will be installed.

Mr. Larsen asked what would happen if excess water accumulates on the property...is there a chance that this excess water would travel to the adjoining property to the south.

Ms. Karney replied that the new storm sewer system is larger than required for the property. If the sewers were filled to capacity, the excess water will travel to the storm sewer system on the northwest area of the property.

Mr. Larsen asked whether the water will be able to seep through the retaining wall.

Ms. Karney replied that there is a connection that is proposed on the rear of the site which will connect to the catch basin. Any excess water would drain into the storm sewer system. Under the worst conditions, the overflow would drain into the northwest area of the property which is the lowest point.

Mr. Larsen asked for verification that there is no possibility of water escaping to the adjoining property to the south. Mr. Larsen noted that the area has experienced 100-year storms which could cause flooding.

Ms. Karney introduced Mr. Cody Austin, who is the project engineer for the site.

Mr. Austin stated that the proposed storm sewer system could hold a ten-year storm. Any excess water would be detained by the retaining wall.

Mr. Ehrle asked where the low point of the property is located. His major concern is whether any flooding will occur to the adjoining property on the south.

Mr. Austin replied that the property will be graded so the low point of the property is on the northwest property. Any excess water will drain to that area.

Mr. Hayward introduced Mr. Scott Allman, the architect for the project. Mr. Allman presented the building drawings. The proposed building will be a one-story building, approximately 6000 square feet and could accommodate four tenants. The building facade will be brick and stone. The signage is part of the master sign plan and is included in the packet. The front of the building will face the southern side of the property.

Mr. Larsen stated that the Architectural Review Commission asked for the location of the HVAC units. He was under the impression that they were to be provided.

Mr. Allman replied that on the HVACs are included on the elevations diagram and is located behind the parapet wall.

Mr. Hayward introduced Mr. James Konrad, from the Signature Design Group, to present the landscaping plans. Mr. Konrad noted that the trees on the northwest side will remain. Shade trees will be installed on the north and west side along the retaining wall as well as in the parking lot. The existing parkway tree will be replaced. Shrubbery will be installed along the existing fence and ornamental shrubs and perennial plants will be installed along the front of the property.

Mr. Larsen asked if boston ivy will be planted.

Mr. Konrad replied that the ivy will grow over the fence and retaining wall.

Mr. Larsen asked where the trees will be located along the fence.

Mr. Konrad replied that the trees will be west of the fence.

Mr. Larsen asked if Greencastle has any landscaping along the property line.

Mr. Konrad replied that there is not much in the way of landscaping.

Mr. Larsen asked how large the trees are.

Mr. Konrad replied 3 to 4 inch caliper trees.

Ms. Bush asked what type the plantings are proposed for the southern area.

Mr. Konrad replied ornamental grassing.

Mr. Larsen asked staff if the landscape plan conforms to the Village's requirements.

Mr. Evans replied that the village forester has reviewed and approved the landscape plan.

Mr. Konrad noted that the tree on the northeast property will be relocated and placed behind the monument sign.

Mr. Hayward asked Mr. Allman to present the monument sign drawings.

Mr. Allman presented drawings for the monument sign. The sign will be an opaque sign approximately 7.5 feet tall and 8 feet wide with space for one sign per tenant. The materials will match the proposed building.

Mr. Hayward introduced Mr. Joe Zgonina, traffic engineer for the project. Mr. Zgonina presented the land usage as well as traffic studies for the project. Traffic counts were conducted on the site at various times of the day. The peak traffic periods are between 7:15 to 8:15 a.m. and 4:45 to 5:45 p.m. A second report provided traffic counts at related sites where a Starbucks business was located; Lake in the Hills, Bartlett and Rolling Meadows. The findings revealed that a proposed Starbucks will not attract significant traffic. The majority of the traffic on Route 14 and Lake-Cook Road is due to cars traveling back and forth to work. The access points at the site were made larger to increase access to the property and this has been approved by the Illinois Department of Transportation. To address the limited parking issue, Mr. Zgonina stated that Starbucks is not considered a restaurant which means it will not require the amount of parking spaces needed by restaurants.

Mr. Larsen questioned the peak period traffic counts. Mr. Larsen asked why there is a difference in the two reports.

Mr. Zgonina replied that additional traffic counts were conducted and were included in the revised report.

Mr. Larsen noted that there are differences in service time for the related sites and that no traffic counts were available for the Lake in the Hills site.

Mr. Zgonina responded that no two facilities are alike; the number of employees and windows will vary. Mr. Zgonina replied that traffic volumes were unavailable for the Lake in the Hills site due to road construction. Data was retrieved from the Illinois Department of Transportation for Routes 47 and 31 to establish a comparison of related streets.

Mr. Larsen asked what time the other stores will open and will there be sufficient parking since, according to the report, Starbucks will use 63 to 93 percent of the parking spaces.

Mr. Zgonina responded that according to the Sarfatty report, the majority of Starbucks' patrons will be using the drive-thru.

Mr. Larsen expressed his concern regarding the high volume of traffic for this facility and how this will affect the other retail establishments. Mr. Larsen commented that he does not want to see a backup occurring due to a lack of parking spaces.

Mr. Zgonina replied that the board could place restrictions on specific types of tenants for this facility.

Mr. Larsen commented that the usage of the site raises significant concerns about available parking spaces.

Ms. Bush asked how a car could make a left hand turn into the site during rush hour traffic.

Mr. Zgonina responded there is an access entrance for cars heading north and south.

Ms. Bush commented that she has some severe concerns with parking and traffic and who the proposed tenants will be. Ms. Bush asked how and when delivery trucks will access the building.

Mr. Zgonina responded that IDOT and staff have approved the circulation of delivery trucks through the parking lot.

Ms. Sidhu asked what type of trucks will be allowed on the site.

Mr. Zgonina replied up to a thirty-foot tanker type truck would be able to access the site.

Mr. Larsen asked what impact the two entrances will have on southbound traffic.

Mr. Zgonina replied that there is a larger turning radius to allow greater access.

Mr. Ehrle asked if the three sites studied were close to a traffic light.

Mr. Zgonina responded that all three sites are in close proximity to traffic lights.

Mr. Ehrle is concerned with traffic entanglements with other businesses.

Mr. Larsen asked whether the garbage pickup could be scheduled during off-peak hours, similar to CVS.

Mr. Hayward introduced Mr. Greg Kveton, Senior Vice President of Operations for GK Development. Mr. Kveton stated that the scavenger service will not affect access for customers. Mr. Kveton noted that the proposed tenants will be chosen as a complement to Starbucks.

Ms. Bush asked how large the tenant spaces are.

Mr. Kveton advised that Starbucks will be approximately 1750 square feet and the other units are approximately 1200-1700 square feet.

Mr. Hayward introduced Mr. Tzegiannakis, manager of construction for GK Development. Mr. Tzegiannakis sent out letters, with a brief description and rendering of the project to neighbors, to discover whether they were interested in having a neighborhood meeting. Mr. Tzegiannakis informed the board that no one responded to the letters. Furthermore, Mr. Tzegiannakis contacted adjoining neighbors via phone to address any concerns.

Ms. Bush asked for the staff report

Mr. Evans stated that the petitioner is requesting a special use permit to construct a 5,844 square foot retail shopping center with one drive-through lane on the subject site. The Architectural Review Commission is working with the petitioner on building materials, a master sign plan, extending the parapet wall around building and using a more substantial roofing material.

Staff believes that the proposed development can be an overall improvement for the area if the petitioner follows the Architectural Review Commission's comments and the parking issues are adequately addressed. This area is listed on the Comprehensive Plan for commercial retail uses and is zoned B-1 General Business District, which is the appropriate zoning for the proposed use. The proposal includes exception for signage, parking and minimum yard requirements. The site was formerly gas station and medical office. All previous structures have been removed and the site has been remediated.

The petitioner will erect a six (6) foot high fence along the western property line and appropriate landscaping to screen the adjacent senior housing complex. The petitioner has provided eight (8) stacking spaces and a wider aisle along the north side of the building to insure that the stacked vehicles do not impede the circulation on the site or block the vehicles exiting the parking spaces along the northwest portion of the property.

Regarding to the petitioners request for parking exceptions. Staff is supportive of a parking exception under the following conditions:

1. As a condition of all tenant leases executed after June 1, 2005, all tenant employees and management will be prohibited from parking on site
2. Other than Starbucks, no other tenant will be allowed to open before 9 a.m.
3. The drive-through hours will be restricted to 6 a.m. to 10 p.m.
4. The petitioner shall show permanent leases for the deficient number of parking spaces within one-quarter (1/4) of a mile of the shopping center or the petitioner shall purchase that deficient number of parking spaces through the Village's fee-in-lieu program for a one-time fee of \$10,000 per parking space (or \$80,000) and require all tenants executing a lease after June 1, 2005 to purchase employee/employer parking stickers for all of their employees.
5. If the fee-in-lieu option is chosen, the petitioner shall agree to the establishment of a Special Service Area (SSA) containing the petitioner's property, which shall provide for the payment over a four year period of an amount equal to the fee-in-lieu amount (\$80,000). The SSA must be established on or before December 15, 2005 for the purpose of creating additional public or employee parking or parking improvements within a reasonable distance from the petitioner's development. It is anticipated that the petitioner will begin making payments in 2006. If said parking improvements are not implemented within a fifteen (15) year period, the Village will refund the revenue.

Based on the above findings, Staff recommends that the Plan Commission recommend approval of PC 05-01 subject to the following conditions:

1. The building is set back further than the required fifteen (15) foot front yard build-to setback from Northwest Highway and some parking spaces slightly encroach upon the fifteen (15) foot setback. Staff recommends approval of an exception for the building to be set back fifty-four (54) feet from

Northwest Highway. Staff also recommends approval of an exception for angled parking to encroach up to the curb stop at the southeast end of the site.

2. The number of parking spaces provided on site is twenty-five (25) spaces. The zoning ordinance requires twenty-two (21) spaces for the retail shops (4,076 square feet) and twelve (12) parking spaces for the Starbucks drive-through fast food restaurant (based on 544 square feet of net floor area) for a total parking requirement of thirty-three (33) spaces. Staff is supportive of a parking exception based on the following parameters:
 - a. Other than Starbucks, no Barrington Station tenant shall open before 9 a.m.
 - b. The Petitioner shall restrict the drive-through hours to no earlier than 6 a.m. and no later than 10 p.m.
 - c. The Petitioner shall require, as a condition of all tenant leases executed after June 1, 2005, that the tenant's employees and management are prohibited from parking on the site
 - d. The Petitioner shall show permanent leases for the deficient number of parking spaces within one quarter (1/4) of a mile or the developer can purchase that deficient number of parking spaces through the Village's fee-in-lieu program for a one-time fee of \$10,000 per parking space and all tenants will be required to purchase Employee/Employer parking stickers for all of their employees.
 - e. If the fee-in-lieu option is chosen, the petitioner shall agree to the establishment of a Special Service Area (SSA) containing the petitioner's property, which shall provide for the payment over a four year period of an amount equal to the fee-in-lieu amount (\$80,000). The SSA must be established on or before December 15, 2005 for the purpose of creating additional public or employee parking or parking improvements within a reasonable distance from the petitioner's development. It is anticipated that the petitioner will begin making payments in 2006. If said parking improvements are not implemented within a fifteen (15) year period, the Village will refund the revenue.
3. The Petitioner shall restrict trash pick-up and service deliveries to non-peak drive-through hours.
4. Only one (1) food use will be allowed on this site without a parking study approved by the Chief Administrative Officer of the Village.
5. The height allowed for the wall signs is eighteen (18) feet. Staff recommends a two (2) foot exception to place the wall signs up to twenty (20) feet because the petitioner has agreed to a Master Sign plan that restricts the wall signage to less than the amount allowed by the Zoning Ordinance.
6. The monument sign shall have an opaque background with only the individual letters being lit.
7. The monument sign, wall signs, and all site signage shall comply with the master sign plan and the Village's Zoning Ordinance.
8. The Petitioner shall ensure that no signage on the site obstructs a driver's visibility or blocks sight lines.
9. The garbage enclosure shall be presented to the Architectural Review Commission for approval. The garbage hauler must also concur with the proposed structure and pick-up schedule.
10. The petitioner shall provide complete fire suppression for the building. Separate fire and domestic water lines will be required by the Village of Barrington.
11. All planting of trees, shrubs, ground cover, perennials and sod shall be performed at the appropriate season.
12. Final landscaping plans shall be submitted to the Village of Barrington for approval.
13. The Petitioner shall provide additional island landscaping on the north and south end of the site adjacent to the easternmost parking spaces. The landscaping shall be approved by the Village Forester.
14. The Petitioner shall present a final plat of consolidation to the Village Board within thirty (30) days of Village Board approval.
15. A curb will be installed next to the end parking spaces on the south. The parking spaces next to the curb shall be ten (10) feet in width.
16. The sidewalk across the whole development shall be replaced with a sidewalk that is flush with the top of the curb. The proposed sidewalks shall continue through both driveways and handicap portions shall have ramps and truncated domes. The Public Works Department will provide the manufacturer's name and color of the domes prior to construction.

17. The Petitioner shall comply with the engineering comments noted on the Technical Review of January 28, 2005 and the engineering comments transmitted to GK Development on April 8, 2005 to the satisfaction of the Director of Public Works.

Mr. Larsen asked staff to describe the special service area to the rest of the board.

Mr. Evans explained that the petitioner has requested a special service area to finance the fee-in-lieu program. The special service area will extend for four-years beginning in 2006 and will be used to create additional public parking or employee parking improvements. It has a fifteen (15) year time period for the funds to be expended.

Mr. Larsen asked if the improvements from this program will be directed toward the installation of parking along Route 14.

Mr. Evans responded yes as well as fund additional parking opportunities in the area.

Mr. Larsen asked staff to explain the meaning of net floor area vs. gross square footage.

Mr. Evans responded that parking requirements for shopping centers are 5 spaces per 1000 square feet of gross floor area or roughly the complete tenant space. For the fast food restaurant, the net floor area refers to the amount seating and customer space on the site.

Mr. Ehrle asked if this is how the number of parking spaces required was attained.

Mr. Evans responded yes, twenty-one (21) spaces are required for the retail portion and twelve (12) spaces are required for the fast-good restaurant (Starbucks).

Mr. Morrissey asked if the petitioner requested a special service area to be used on the site.

Mr. Evans responded yes.

Ms. Bush how the four-year time frame was attained.

Mr. Evans responded that staff felt this time frame was reasonable.

Ms. Bush asked if restrictions can be placed as to who could possibly be future tenants.

Mr. Evans responded yes that through the planned development the Village can place restrictions on tenants. Doctor's offices are permitted in this zoning area, however, a restriction can be placed to prohibit doctor or dental office tenants if the parking demand would exceed the available parking provided.

Ms. Schlossberg commented that she is concerned about the special service area plan instead of full payment.

Mr. Hayward stated the special service fee will be included as part of the tax bill.

Mr. Morrissey asked who conducted the remediation.

Mr. Tzegiannakis advised that the Atwell-Hicks was hired to remediate the site. The consultants did find minute contaminants. An engineered-maintained barrier of building and asphalt was installed per the Illinois Environmental Protection Agency.

Mr. Morrissey asked the current fee for village employee parking.

Mr. Evans replied \$45.00 per quarter but some cheaper long-term parking also existed.

Ms. Bush asked for public comment

Paul Thompson, 134 Harrison Street

Mr. Thompson, proprietor of Dunkin Donuts, stated that he did not receive a letter from the developer. He and his wife are concerned with the traffic congestion and the proposed entrance locations.

Mr. Evans advised that the letter was sent to the corporation since they are listed on the tax bill.

John Peter Curielli, 126 S. Northwest Highway

John Curielli commented that he was invited to a meeting at village hall several months ago to discuss the design of the commuter rail parking structure and what effect that would have on his property such as only making right-in and right-out turns. Mr. Curielli said he is concerned about the loss of his only handicapped accessible space on his property. Mr. Curielli had concerns with the additional traffic and how the development will affect the parking on his site. Mr. Curielli is also concerned with the removal of the trees. Mr. Curielli stated that he maintained the landscaping and hired an arborist to maintain the trees on Dr. Thomas' property.

Peter Curielli, 126 S. Northwest Highway

Peter Curielli commented that he does have concerns with the traffic congestion. The petitioner has not mentioned the included traffic caused by the nearby train station. Mr. Curielli stated he also has concerns with any flooding which may occur as his business. Their property is lower in elevation and is prone to flooding. Mr. Curielli also advised that there is an easement by adverse possession on his building's front space which allows for a shared entrance and he will file a lis pendens. He does not want this entrance to be changed or removed. Mr. Curielli stated their law firm has been there 10 years and Liz Snell was there 20-30 years before that. Mr. Curielli stated that Dr. Thomas never wanted them to have the entrance. Mr. Curielli said we agreed we would not sue Dr. Thomas for the easement if they were allowed to use it.

Mr. Austin responded to Mr. Curielli's concerns with the elevation. The area will be re-graded so that the water flow will be altered to prevent flooding onto the Curielli property.

Mr. Hayward noted that the Illinois Department of Transportation is coordinating the entrance relocation, not GK Development.

Mr. Zgonina responded to the traffic concerns. Mr. Zgonina replied that the train access will not be affected by the project.

Mr. Curielli commented that there is a change in traffic patterns with the inclusion of the proposed development.

Ms. Bush closed the public comment period and asked the commission for their opinions on the development.

Mr. Larsen stated that he still has concerns with the grading elevations and asked staff to confirm with the Village Engineer that no flooding will occur on adjoining properties. He also has concerns with the removal of the trees as stated by Mr. Curielli.

Ms. Bush commented that she does have concerns with the loss of an access point for the Curielli business. Ms. Bush responded that Mr. Curielli needs an access point for customers. Ms. Bush commented on the importance of working with the existing neighbors.

Mr. Ehrle asked staff for clarification on the turning movements out of the CVS project.

Mr. Larsen commented that he would like further clarification on the traffic impact from the proposed development from the Village's traffic consultant.

Mr. Evans advised he will have the Village traffic consultant attend the next meeting.

Ms. Bush asked for a motion to continue this case.

Ms. Schlossberg made a motion to continue PC 05-01. Ms. Larsen seconded the motion. Voice Vote noted all ayes. Motion carried.

Mr. Evans stated that the meeting will be continued to the May 17th.

Approval of Minutes

Mr. Larsen made a motion to approve the minutes of March 8, 2005 as presented. Mr. Ehrle seconded. Voice vote recorded all ayes. Motion carried.

Planner's Report

Mr. Evans distributed a tentative schedule of the next meeting.

Adjournment

Ms. Bush moved to adjourn the meeting. Ms. Sidhu seconded the motion. Voice note recorded all ayes. The motion carried.

Meeting adjourned at 9:35 p.m.

Respectfully submitted,
Paula Emerson
Recording Secretary

Anna Bush, Chairperson
Plan Commission